

## Appendix A: Examples of Eligible Airport Capital Program Projects

Through the Airport Capital Program, the Virginia Department of Aviation offers funding for various development projects for airports. This appendix provides details on the most common types of eligible projects. Sponsors should contact DOAV regarding the eligibility of other projects.

Section	Type of Project
A.18	aircraft removal systems
A.14	airport rescue and fire fighting buildings
A.15	airport rescue and fire fighting equipment
A.17	airport security facilities and systems for air carrier airports
A.13	airside lighting
A.6	clearing and grubbing
A.19	debt service retirement
A.7	drainage projects
A.2	engineering projects
A.1	environmental studies
A.12	fueling systems
A.7	grading
A.8	hangar site preparation
A.3	land acquisition
A.4	minimum licensing standards projects
A.9	maintenance equipment storage buildings
A.5	obstruction removal
A.7	paving
A.1	planning studies
A.11	relocation of non-airport related facilities
A.16	snow and ice removal equipment
A.10	utility systems

	Type of Project	Explanation
A.1	airport planning and environmental studies	<p>Eligible airport planning and environmental studies for the purpose of future planning and investigating environmental impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• airport master plans and updates</li> <li>• regional system planning studies</li> <li>• airport feasibility and site selection studies</li> <li>• airport layout plans and updates</li> <li>• terminal planning conceptual studies</li> <li>• environmental assessments (EA)</li> <li>• environmental impact statements (EIS)</li> <li>• FAR Part 150 noise studies</li> <li>• FAR Part 106 architectural, archeological, and cultural resources surveys</li> <li>• land use plans</li> <li>• airport access studies</li> <li>• storm water pollution prevention plans (SWPPP)</li> <li>• spill prevention plans (SPCC)</li> <li>• oil discharge contingency plans (ODC)</li> </ul>
A.2	engineering projects	<p>Eligible airport engineering projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• preliminary engineering <ul style="list-style-type: none"> <li>◦ land surveys</li> <li>◦ geotechnical surveys</li> </ul> </li> <li>• engineering design</li> <li>• obstruction analysis</li> <li>• pavement management surveys</li> <li>• construction</li> </ul>
A.3	land acquisition	<p>Land acquisition may be made by fee simple purchase or easement, depending on the interest required. Easement interest may be sufficient for land in the transitional surfaces or land extending a short distance beyond the RPZ. Acquisition may also take the form of a donation, an exchange, or eminent domain (condemnation). In all cases, land must be acquired in accordance with the <i>Code of Virginia</i> and the federal <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i>, as amended.</p>

	Type of Project	Explanation
A.3	land acquisition (continued)	<p>Land acquisition for the following safety areas and uses is eligible:</p> <ul style="list-style-type: none"> <li>• airport facilities</li> <li>• approach, runway protection, and transitional surfaces in accordance with FAR Part 77 and <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140</li> <li>• airport ground access to the nearest public highway</li> <li>• environmental protection and mitigation</li> <li>• approach lighting systems</li> </ul> <p>For land acquisition to be eligible for Airport Capital Program funds:</p> <ul style="list-style-type: none"> <li>• the land to be acquired must be shown on the approved airport layout plan as being required for airport property</li> <li>• the sponsor is required to conduct an appraisal and a review appraisal must be made to qualify the original appraisal</li> <li>• just compensation and/or any relocation expenses must be paid to the property owner</li> </ul> <p>Reimbursable costs for land acquisition include:</p> <ul style="list-style-type: none"> <li>• appraisal costs</li> <li>• costs for environmental due diligence audits</li> <li>• legal costs</li> <li>• court costs and attorney fees in condemnation cases</li> </ul> <p>Privately-owned, public-use airports must be designated in <i>VATSP</i> and <i>NPIAS</i> as a reliever airport in order for land acquisition to be an eligible project.</p> <p>Land acquisition differs from other eligible items as land value will generally increase over time. For this reason, the assurances which are part of the grant agreement apply in perpetuity instead of being limited to 20 years like assurances for planning or construction projects. Land which had been acquired with state funds and is no longer required for future airport development may be disposed in accordance with state and federal laws and regulations, as applicable. If a sponsor disposes of land acquired using state funds and the sponsor receives a payment from the disposal, the sponsor must reimburse the state with a percentage of the selling price. That percentage must match the state's participation rate in the grant agreement for the land acquisition.</p>

	Type of Project	Explanation
A.4	minimum licensing projects	<p>Projects to bring an airport into compliance with the state's minimum airport licensing standards as stated in <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140 are eligible. The state's funding participation rate for these projects is 90 percent.</p> <p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• runway widening</li> <li>• runway extension</li> </ul>
A.5	obstruction removal	<p>An obstruction removal project to bring an airport into compliance with FAR Part 77 or <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140 is eligible once for each airport.</p> <p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• cutting trees</li> <li>• dismantling an abandoned tower</li> </ul> <p>When federal funding will be used for an obstruction removal project, the state will participate at the prevailing rate for federally funded projects. When federal funding will not be used for an obstruction removal project, an airport sponsor needs to use the balance of the sponsor's fiscal year maintenance allocation up to \$100,000 for the obstruction removal. If the cost of the project exceeds that balance, the sponsor will need to apply to the VAB for Airport Capital Program funds for the state's participation in the remainder of the project. Obstruction removal projects will be considered as regular maintenance projects, and the state's participation rate will be 80 percent. These state rates apply regardless of the funding program utilized.</p> <p>When the sponsor owns the property, DOAV will reimburse the sponsor one time to remove the trees. DOAV encourages the sponsor to clear and grub the area to a condition suitable for mowing. The state's participation rate will be 80 percent.</p> <p>When the sponsor's aviation easement only permits the topping of trees, DOAV will reimburse the sponsor to cut the trees on an as needed basis. The state's participation rate will be 80 percent.</p> <p>When the sponsor's aviation easement permits the sponsor to clear cut the trees to ground level, DOAV will reimburse the sponsor one time to cut the trees. DOAV encourages the sponsor to clear and grub the area to a condition suitable for mowing if the aviation easement so permits. The state's participation rate will be 80 percent.</p>

A.6	clearing and grubbing	<p>Clearing and grubbing of airport property are eligible under this program.</p> <p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• airport facility construction</li> <li>• obstruction removal in accordance with FAR Part 77 or <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140</li> </ul>
A.7	grading, paving, and drainage	<p>Grading, paving, and drainage projects that support public-use, non-revenue producing facilities located on airport property are eligible. Hangar site preparation is the exception to the non-revenue producing facility criteria, as noted in section A.8.</p> <p>Examples of eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• runways</li> <li>• public-use taxiways</li> <li>• public aprons</li> <li>• public tie-down areas</li> <li>• aprons for clear span hangars that will be owned and maintained by the sponsor</li> <li>• automobile parking that is not revenue producing</li> <li>• public access roads as described in Appendix C</li> <li>• taxiways serving T-hangars</li> <li>• public-use taxiways serving industrial parks where: <ul style="list-style-type: none"> <li>◦ industrial parks are established or proposed</li> <li>◦ industrial parks are included in the local jurisdiction's approved comprehensive land use plan</li> <li>◦ the land on which the taxiway is to be construct must be dedicated as airport property for a period of at least 20 years</li> <li>◦ state funding participation cannot exceed a third of the eligible project's cost</li> </ul> </li> <li>• pavement overlays and rehabilitation where a determination is made of a strength deficiency, an unsafe condition, or a requirement to preserve a facility which would otherwise develop into an unsafe or unusable public facility</li> <li>• pavement grooving when justified</li> </ul>

	Type of Project	Explanation
A.8	hangar site preparation	<p>Design and construction projects for hangar site preparation are eligible under the following conditions:</p> <ul style="list-style-type: none"> <li>• a t-hangar will be owned by the sponsor and leased to individual aircraft owners for aircraft storage by the sponsor for a fixed term on a non-discriminatory basis</li> <li>• a clear span hangar will be owned by the sponsor and leased to a single or multiple tenants for aircraft storage by the sponsor for a fixed term on a non-discriminatory basis</li> <li>• a hangar for public use will be constructed by a private party on airport property where all the following are met: <ul style="list-style-type: none"> <li>○ the property is the subject of a fixed term lease</li> <li>○ the hangar will become the property of the sponsor at the end of the lease</li> <li>○ the lease is approved by DOAV prior to the execution of a grant agreement in accordance with <i>Code of Virginia</i> §5.1-40</li> </ul> </li> </ul> <p>Hangars are to be used for aircraft storage only and shall not be used as a site to conduct a private business.</p> <p>Hangar site preparation includes:</p> <ul style="list-style-type: none"> <li>• grading</li> <li>• drainage</li> <li>• paving for public access and parking on both air and land sides</li> </ul> <p>Site work will be guided by local building codes and subject to approval by DOAV.</p> <p>Projects that are not eligible are:</p> <ul style="list-style-type: none"> <li>• site preparation for a hangar that will have exclusive, permanent proprietary use</li> <li>• specialty items associated with identification and beautification such as signage and shrubbery</li> <li>• construction of a hangar building</li> </ul> <p>If an airport sponsor chooses to use its federal non-primary entitlement funds to construct a hangar, the state will only participate in the hangar site preparation.</p>

	Type of Project	Explanation
A.9	maintenance equipment storage buildings	<p>A basic storage building for the protection of airport maintenance equipment will be funded at a state participation rate of 80 percent of the cost of design and construction up to the maximum of \$25,000 in state funding when the following criteria are met:</p> <ul style="list-style-type: none"> <li>• The maximum eligible building space is 1,250 square feet. A larger building may be designed and constructed, but the sponsor must bear all of the additional cost.</li> <li>• The maximum eligible project cost shall not exceed an amount equal to \$25 per square foot based on 1,250 square feet, for a total cost of \$31,250, for all costs, including design and construction costs.</li> <li>• The costs for designing and constructing utility systems to service the storage building are not eligible for state funding.</li> </ul>
A.10	utility systems	<p>The design and construction of utility systems that serve eligible public-use facilities within the contiguous airport property boundary are eligible for Airport Capital Program funding. These utilities include electricity, water, sewer, and communications. The cost of utility systems serving both public and non-public spaces will be prorated on the basis of the percentage of the public space to the total building area. Utility systems serving F&amp;E systems will be funded in accordance with the F&amp;E program.</p> <p>Emergency generators that provide auxiliary power for airside lighting and navigational aids at air carrier and reliever airports are eligible. The acceptable size and output of this equipment will be based on reasonable and necessary operational requirements.</p>
A.11	relocation of non-airport related facilities	<p>The relocation of a facility not related to the operation of an airport is eligible when a facility:</p> <ul style="list-style-type: none"> <li>• creates an obstruction to navigable airspace in accordance with FAR Part 77 and <i>Virginia Aviation Regulations</i> 24 VAC 5-20-140</li> <li>• interferes with approved development</li> <li>• is or will be impacted by development</li> <li>• is or will be used in a manner not consistent with airport operations or minimum standards</li> </ul>

	Type of Project	Explanation								
A.12	fueling systems	<p>The removal of old fueling systems and the construction or installation of new systems are eligible as described below. The VAB has placed a lifetime limit of \$125,000 in state funds per airport for all of an airport’s fueling system projects.</p> <p>For the removal of an old fueling system, the state’s funding participation is 80 percent of all costs associated with the closure and removal of a non-complying system. The prerequisites for this type of project are that:</p> <ul style="list-style-type: none"><li>the old system is owned by the sponsor</li><li>the old system does not comply with Environmental Protection Agency (EPA) requirements</li></ul> <p>For the construction or installation of a new fueling system, the state’s funding participation of the total project cost is based on the estimated annual fuel flowage as follows:</p> <table><tr><th>Estimated Annual Fuel Flowage (gals)</th><th>State Participation</th></tr><tr><td>≤ 75,000</td><td>2/3</td></tr><tr><td>75,001 – 150,000</td><td>1/2</td></tr><tr><td>&gt;150,000</td><td>1/3</td></tr></table> <p>The prerequisites for this type of project are that:</p> <ul style="list-style-type: none"><li>the new system will be owned by the sponsor</li><li>the new system will comply with EPA requirements</li><li>the non-complying system must be removed before construction or installation of the new system, as mandated by the Virginia Department of Environmental Quality (DEQ)</li></ul> <p>DEQ may have funds available to assist with the removal of non-complying systems.</p>	Estimated Annual Fuel Flowage (gals)	State Participation	≤ 75,000	2/3	75,001 – 150,000	1/2	>150,000	1/3
Estimated Annual Fuel Flowage (gals)	State Participation									
≤ 75,000	2/3									
75,001 – 150,000	1/2									
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	Type of Project	Explanation
A.13	airside lighting	<p>Airside airport lighting is eligible under this program if F&amp;E funds are not available.</p> <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> <li>• runway lights</li> <li>• taxiway lights</li> </ul>
A.14	airport rescue and fire fighting buildings	The construction of a building for airport rescue and fire fighting (ARFF) operations is eligible for state funding where mandated by federal certification requirements in FAR Part 139.
A.15	airport rescue and fire fighting equipment	<p>The purchase of airport rescue and fire fighting equipment (ARFF) is eligible for state funding where mandated by federal certification requirements in FAR Part 139.</p> <p>State funding is available for 150-pound fire extinguishers for use on aircraft parking aprons at any public-use airport.</p>
A.16	snow and ice removal equipment	<p>The purchase of snow and ice removal equipment is eligible for air carrier airports, in accordance with their approved snow removal equipment plan where mandated by federal certification requirements in FAR Part 139. Aircraft deicing equipment is not eligible.</p> <p>The purchase of certain equipment attachments for snow removal at airports without commercial service is eligible under the Maintenance Program.</p>
A.17	airport security facilities and systems for air carrier airports	<p>Security improvements and systems at air carrier airports are eligible when mandated by federal certification requirements under TSA 1542.</p> <p>Eligible projects include but are not limited to:</p> <ul style="list-style-type: none"> <li>• security fencing</li> <li>• access control system</li> </ul>
A.18	aircraft removal systems	Aircraft removal systems at air carrier airports are eligible. State entitlement funds are the only state funding source that can be used to fund aircraft removal systems. Sponsors should seek funding from other sources, such as the Federal Aviation Administration, prior to using state entitlement funds for these systems.
A.19	debt service retirement	Sponsors of air carrier airports may use state entitlement funds to retire debt service.